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Copy 18 of 18

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20 OCT 1969

NRO REVIEW COMPLETED.

MEMORANDUM FOR THE RECORD

SUBJECT: Minutes of the Requirements Review Board
Meeting 18-19 September 1969

ATTENDEES:

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*Denotes part time attendance

GROUP 1
Excluded from automatic
downgrading and
declassification

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1. [] opened the Requirements Review Board Meeting with the statement that the budgetary limitations imposed throughout the community had had their impact on this operation. The final approvals to support this program in some areas were considerably less than the requested figure. In view of the above we must carefully scrutinize anything that is done to the articles. Needless to say it becomes obvious that because of the tight control and monitoring of the budget, the nice to have items will in all probability not be a reality. This must not be misconstrued to mean that safety of flight items or mission essential items will fall in this category. We are obligating the budget on a step by step, item by item basis so as to retain the contingency planning capability.

2. A. Cockpit General

1. Master Warning/Annunciator Panel - Service Bulletin 351-232, "Annunciator Panel", provides for correction of Master Caution and Tone Outputs per Requirements Review Board Meeting 22 October 1968.

REQUIREMENTS REVIEW BOARD DECISION: Closed

2. Exterior Mirrors - Service Bulletin 351-270, "Installation of Rear View Mirrors", both customers have approved subject bulletin.

REQUIREMENTS REVIEW BOARD DECISION: Closed

3. Turn Performance - Service Bulletin 351-262, "AFCS Modification", provides a means for reducing yaw oscillations, improving mach hold mode and reducing heading off-set errors.

REQUIREMENTS REVIEW BOARD DECISION: Closed

4. Left Console Circuit Breaker Panel - The first Lockheed mock-up has proven unsatisfactory.

REQUIREMENTS REVIEW BOARD DECISION: Open Item. Detachment "G" should reconfirm essential circuit breaker needs with Lockheed.

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ACTIONEE: Detachment "G" -
Lockheed -
D/M -

SUSPENSE DATE: 15 November 1969

5. Aileron Neutral Light - Lockheed ECP U-2R-31 has been received. After review of subject ECP, Customers 1 and 2 agree that the cost is prohibitive.

REQUIREMENTS REVIEW BOARD DECISION: Closed

6. Doppler Mag/Var - Lockheed message 1032 indicated that the cost to install the prototype would be approximately \$1,000; which also includes modification of a Bendix ASN-7 (G.F.E. item). For test purposes only this prototype would be manually produced however, the final production items will be completely automatic. It was pointed out that this item would not be required if the nav update program is initiated. In the meantime, cost figures should be obtained for comparison purposes and back-up.

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REQUIREMENTS REVIEW BOARD DECISION: Open Item

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ACTIONEE: Lockheed -
D/M -

SUSPENSE DATE: 15 November 1969

7. Doppler Multiple Target - An ECP is being prepared and should be submitted to Headquarters within the next few weeks. This item falls within the same category as Item 6 above.

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REQUIREMENTS REVIEW BOARD DECISION: Open Item

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ACTIONEE: Lockheed -
D/M -

SUSPENSE DATE: 10 November 1969

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3. B. Aircraft Systems

1. Hydraulic Reservoir Sight Glass - Service Bulletin 351-188, "Hydro Reservoir with Visual Quantity Gage", provides a visual hydraulic reservoir quantity indication.

REQUIREMENTS REVIEW BOARD DECISION: Closed

2. Hydraulic Quick Disconnects - Service Bulletin 351-147, "Installation of Hydro Q. D. at F. S. 608", provides a means for preventing mechanical damage to hydraulic lines when removing aft fuselage.

REQUIREMENTS REVIEW BOARD DECISION: Closed

3. "Q" Bay Insulation - Service Bulletins 351-231 - Insulation Installation in the Upper Q-Bay Hatch, service bulletin 351-239 - Insulation Installation "B" Hatch, and service bulletin 351-240 - Insulation Installation on the "H" Hatch; provide improved Q-Bay temperature control and stabilization in the Q-Bay. The delta camera however does not require insulation in the lower hatch. Lockheed is awaiting an A-1 or A-2 to determine quantitative insulation requirements.

REQUIREMENTS REVIEW BOARD DECISION: Open Item pending Lockheed's receipt and determination on an A-1 or A-2 insulation requirement for Customer 2 hatch.

ACTIONEE: Customer 2 -
Lockheed -

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SUSPENSE DATE: 1 November 1969

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4. Silver Zinc Battery Life -

REQUIREMENTS REVIEW BOARD DECISION: Closed

5. CSD Decoupling - Service Bulletin 351-150, "CSD Oil Temperature Control Valve", provides for prevention of CSD Decoupling.

REQUIREMENTS REVIEW BOARD DECISION: Closed

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6. EGT/EPR Schedule - [] presented a chart to the Requirements Review Board that indicated a finalized performance curve which has been published. A copy is attached. (Attachment 1)

REQUIREMENTS REVIEW BOARD DECISION: Closed

7. LOX - Service Bulletin 351-202, "LOX Converter Modification", provides for stabilized system operating pressure. Two failures have occurred since the installation of the new converter. Lockheed is currently testing an in-line filter for the fill side of the system.

REQUIREMENTS REVIEW BOARD DECISION: Closed

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8. Nose Alignment - [] Detachment "G", presented slides on this subject. Detachment "G" is in favor of a longer torque pin while Lockheed is against it. Both sides of this argument were stated in previous Requirements Review Board Meetings.

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REQUIREMENTS REVIEW BOARD DECISION: Open Item. []
[] will visit Detachment "G" in the near future to personally evaluate the operation.

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ACTIONEE: D/M - []

SUSPENSE DATE: At conclusion of next visit

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9. Vertical Stabilizer Chaffing - Service Bulletin 351-220, "Anti-Scuff Coating - Vertical Stabilizer", provides preventative for scuffing and wear of the vertical stabilizer.

REQUIREMENTS REVIEW BOARD DECISION: Closed

10. Tail Pipe Blanket - This item was handled through a part number and print change. Replacement of blankets will be supplied on an attrition basis. No service bulletin required.

REQUIREMENTS REVIEW BOARD DECISION: Closed

11. Access to Tail Gear Hyd. Lines - Service Bulletin 351-210, "Tail Gear Access Cover Installation", provides access to tail gear hydraulic hoses.

REQUIREMENTS REVIEW BOARD DECISION: Closed

12. Pogo Failures

REQUIREMENTS REVIEW BOARD DECISION: Closed

13. Hyd. Filter Contamination Indicator - False contamination indication problems are not being experienced by either Detachment "H" or Customer 2 at this time.

REQUIREMENTS REVIEW BOARD DECISION: Open item pending re-evaluation of problem.

ACTIONEE: Detachment "G" - []
Customer 2 - []

SUSPENSE DATE: Next RRB Meeting

14. Optic Bar Validation (Iris II)

REQUIREMENTS REVIEW BOARD DECISION: Closed

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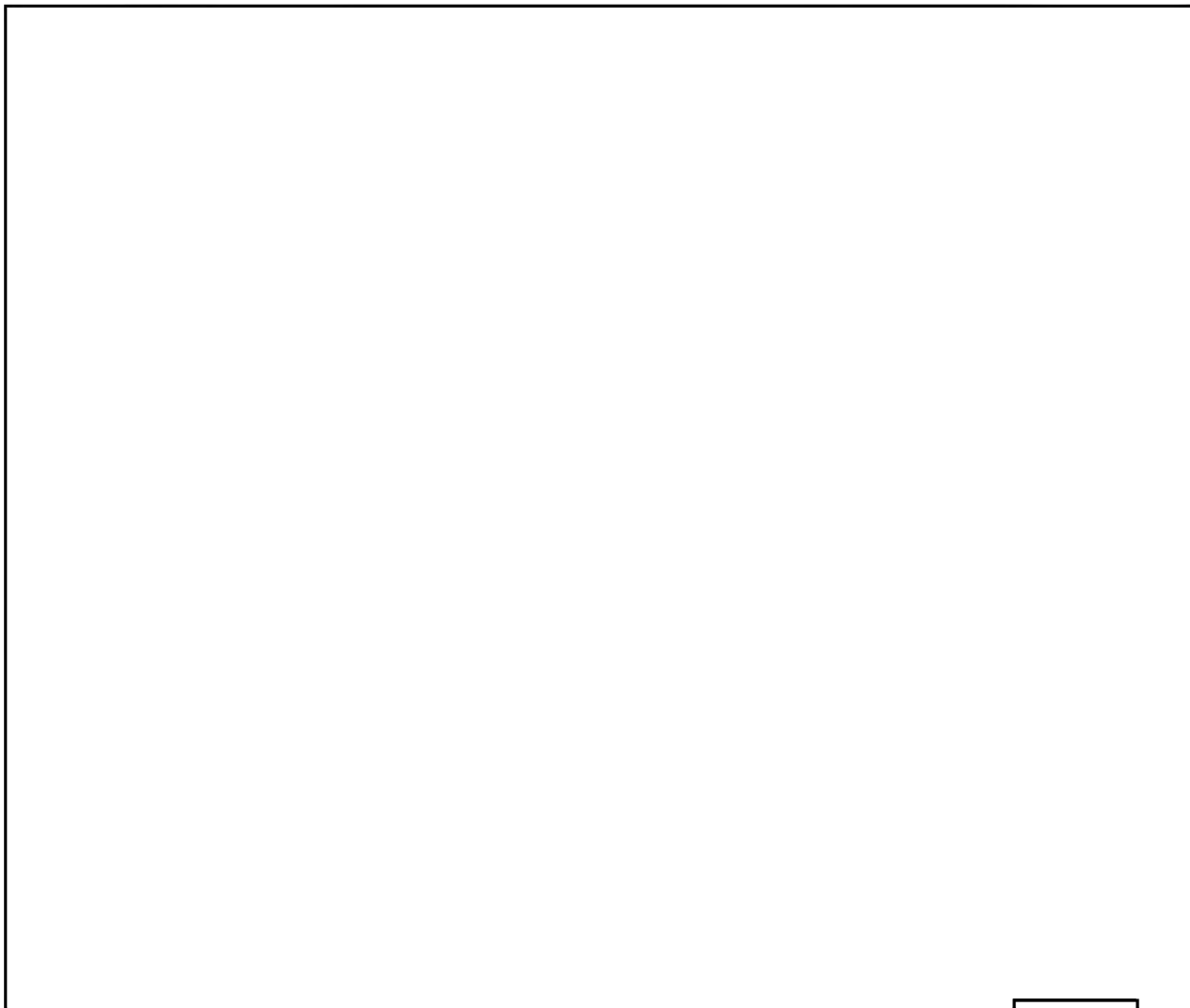
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6. Future Integrated Display - The study by has been completed and a final report was issued. Consensus of opinion within the board was that the present aircraft systems now supply adequate information so that a more sophisticated display is not currently required. When new systems become available or when a need exists to upgrade present systems so that more information is required a new integrated display would then be taken under advisement.

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REQUIREMENTS REVIEW BOARD DECISION: Closed - the present requirements do not justify the need.

7. QRC-192 - Customer 2 only

REQUIREMENTS REVIEW BOARD DECISION: Closed - questionable requirement.

6. E. New Items

1. Engine Test Program - Pratt & Whitney have investigated the engine pressure flux problem which has been very elusive. Data have been finally recorded; which upon evaluation indicates that a fuel control instability existed causing fuel flow fluctuations which in turn was observed by changes in other engine parameters. The problem was pinpointed to the speed governor in the fuel control system which will require further refinement. A fuel control improvement program is currently underway. A new fuel control should be available for flight test in one or two months. Pratt & Whitney would like to fly the new control first in an aircraft that has had the problem with the previously used instrumentation package. The installation would be made at the time of control overhaul. Should this prove unsatisfactory, Pratt & Whitney has an alternate fix which would produce the same level of fuel control performance. This portion of the fuel control element could be replaced in the field. Expanded technical data should include a statement referring to this problem. Although the problem is considered non-hazardous the pilot has no definite way of establishing whether this is the problem or whether it is something more serious. The "C" models are not affected.

REQUIREMENTS REVIEW BOARD DECISION: Open Item

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ACTIONEE: P&W -
R&D -

SUSPENSE DATE: 1 December 1969

2. AC-DC Generator (P/N MGE75-1) - Item submitted by the Depot. We have exceeded 500 hours on the testing and will try for 600 hours. Service bulletins are pending and will be issued in two phases. The first will keep the motor rotating throughout flight. (Service Bulletin 351-260). The second phase will be the installation of a valve to keep the oil warmer (100 to 150 degrees F.). A service bulletin modification will be required for the completion of phase 2 testing with availability of valves after the first of the year. The fix to the present generator is relatively inexpensive.

The operation of the emergency AC generator and the main generator was discussed. A delay is experienced after the emergency generator is turned on before adequate power is available to take over and completely operate the required systems. It was decided, as an interim measure, that the emergency AC generator should be turned on manually; ahead of time; to allow sufficient adequate power build-up before cutting off the main generator. Lockheed was requested to supply supplemental instructions to the pilots for this interim procedure.

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4. Gyro Platform (P/N 139100-01) - This item subcontracted to another vendor by Lockheed was submitted by the Depot. A very high failure rate of units is being experienced. The depot indicated that although an adequate/timely supply can be purchased it was a question of improving the quality of the item. [redacted] Lockheed Representative, reported that their quality improvement people are currently investigating this problem. Included will be a visit to the vendor. [redacted]

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REQUIREMENTS REVIEW BOARD DECISION: Closed
Lockheed hopes to have an answer on this subject within the next few weeks.

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6. Food Warmer - [redacted] reported that when normal comfort temperatures are maintained you are unable to squeeze the food from the tubes. The general practice is to lay the tubes near the vents and increase the cockpit temperature to warm the food sufficiently to get it out of the tubes. This procedure upsets the suit cooling and cockpit temperatures. [redacted] suggested obtaining a suitable

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warmer to put the tube in and just plug it in. [] reported that there is a 12 volt baby bottle warmer on the market. Lockheed stated that installation of a 12 volt socket would be no problem and that they are currently looking for a suitable location to mount it. As an alternate Lockheed recommended using a perforated cylinder heated by bleed air. This would be just a cylinder within a cylinder with perforated holes for the bleed air to come in. Lockheed recommended this approach rather than using electrical means which might cause problems with the compass. An ECP will be submitted upon request.

REQUIREMENTS REVIEW BOARD DECISION: Open Item

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ACTIONEE: Detachment "G" - []
Lockheed - []
D/M - []

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7. Mach Hold Disengagement Warning - []
[] Detachment "G", presented slides on this subject. A problem occurs when the driver engages either the altitude hold or mach hold controls which are recessed buttons. On occasions his sleeve ring has accidentally hit the off button, disengaging that function of the auto pilot. He doesn't know that it is disengaged until something starts getting a little bit out of hand. There are two ways to fix it in Detachment "G's" opinion. First is to put it on the master caution panel. A simpler way might be to put a ring guard around the button similar to the emergency jettison buttons on the T-birds, so it will be more difficult for the pilot to accidentally turn them off. [] reported that the buttons are nearly flush with the panel itself and are very sensitive; you have only to brush them to either engage or disengage the system. There is no real

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warning that the disengagement has happened unless the driver notices the light with which each button is equipped. The possibility of making the buttons less sensitive should be considered.

REQUIREMENTS REVIEW BOARD DECISION: Open Item. Detachment "G" Representatives and Lockheed Representatives to meet and decide the best way to solve the problem.

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ACTIONEE: Detachment "G" - [REDACTED]

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Lockheed - [REDACTED]

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8. Main Landing Gear Door Seal - Item submitted by Detachment "G". [REDACTED] presented slides on this subject to illustrate the problem. This is an electrical bonding material that is put on the door edge and mates with similar bonding on the other door. The "C" model uses standard bonding cables and rubber seals on the door to seal the doors. The particular type of bonding on the "R" is very fragile. When a man crawls into the wheel well and brushes it with his back it becomes abraded. In order to replace this type you have to drill out a series of rivets approximately one inch apart along the length of the door. If the systems can accept the other type of bonding, Detachment "G" recommended that the bonding be removed and install rubber seals and cable bonding on the gear doors. [REDACTED] reported that on the "C" model you do not have a flush antenna, only an antenna on one door. The "R" model has an antenna on each door. Even though they are not being used for ADF now we have future plans hopefully for [REDACTED] Lockheed feels that we need this for good metal bond. Detachment "G" did not know of the future plans for the cavity on the gear doors. Perhaps rivets could be replaced by screws and nut plates for easier repair of abraded strips.

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10. Wing Pogo Socket Mod - The problem is not in being at this time however as wear and tear develop it is a possibility.

REQUIREMENTS REVIEW BOARD DECISION: Closed due to lack of specific current problems.

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11. Additional Suit Cooling - Item submitted by Detachment "G". [redacted] presented slides on this subject. The problem is that from the time the walk around cooling unit is disconnected and until power is advanced for take-off the driver has zero or inadequate cooling air flow through his suit. Detachment "G" proposes that the walk around unit be hung on the outside of the aircraft. Lockheed has made a study of this and has provided a mock-up and ECP U-2R-34. Lockheed recommends putting brackets in the wheel well and a quick disconnect type fitting which will allow the walk around unit to be connected to the existing ventilation system. At about the time the ground crew pulls the pin out of the gear he could take the unit out. Customer 2 has experienced the same problem.

REQUIREMENTS REVIEW BOARD DECISION: Open Item pending further evaluation and study.

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ACTIONEE: Lockheed - [redacted]
Detachment "G" - [redacted]
D/M - [redacted]

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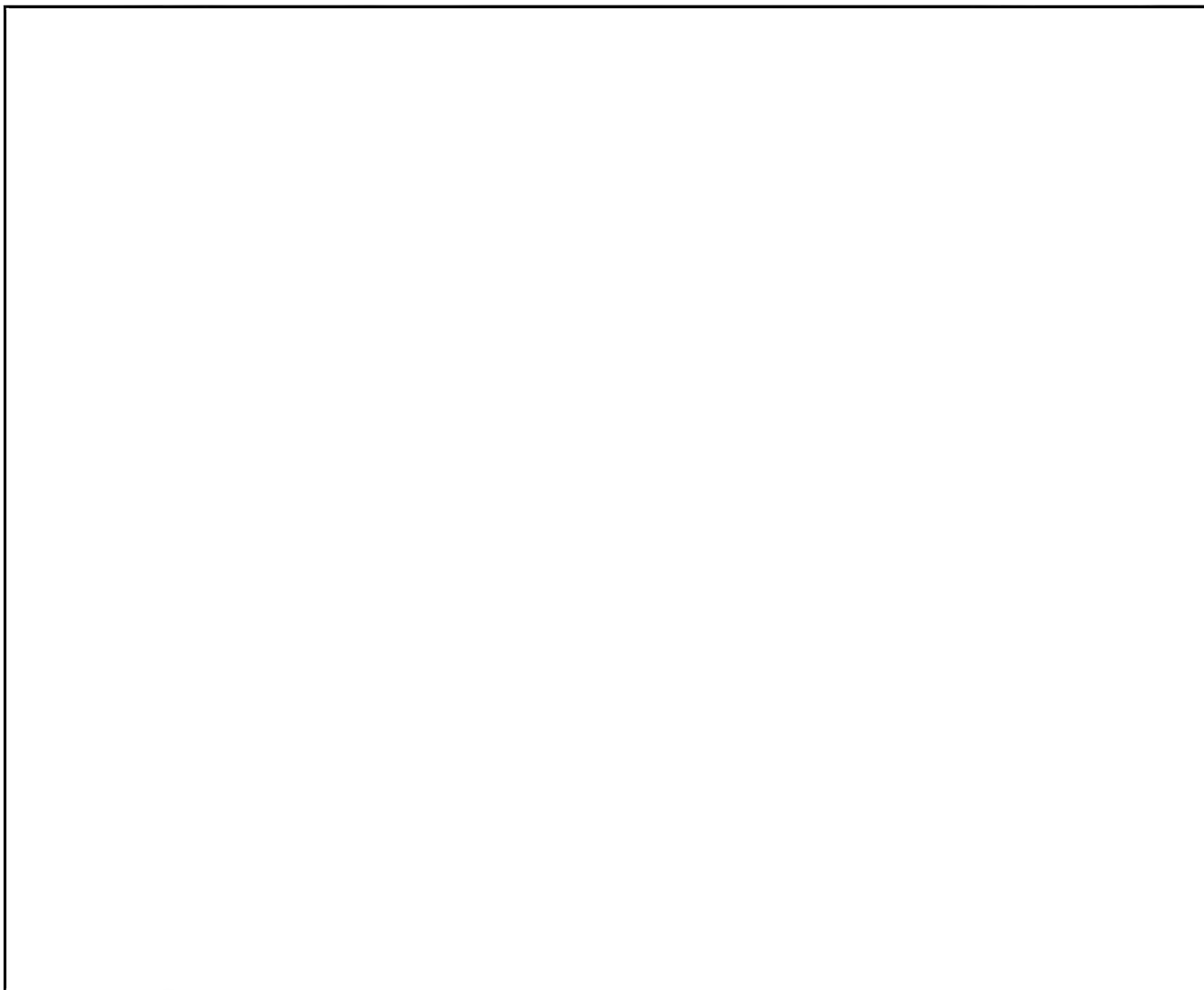
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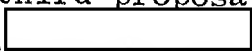
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16. Preconditioning Units - This is a piece of ground equipment to give temperature and humidity preconditioning in the Q-Bay and E-Bay to give us the parameters with which we want to operate. We have asked for quotes from Hycon and Lockheed on this refrigeration unit. We also have a third proposal from a local refrigeration concern.  and other Headquarters representatives observed units at Air Flow Corporation which builds air-conditioning

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units for the Marines, the Army, NASA and also builds air-conditioning units for electronic data processing machines. They are prepared to build a unit to whatever specifications are required. The basic unit price for one item is \$5,500.00 that includes cooling, heating, dehumidification, and the automatic temperature control. It was decided at the RRB that a working group be established to re-evaluate the specifications that were submitted and match them against the three proposals on hand and decide which is the best. Upper hatch modifications in all probability will be required. The Air Flow delivery time frame is the best of the three. It has been established that this is a definite requirement.

REQUIREMENTS REVIEW BOARD DECISION: Open Item

ACTIONEE: D/M - [REDACTED]
Lockheed [REDACTED]
Hycon - [REDACTED]
Itek Representative
R&D - [REDACTED]
Customer 2 - [REDACTED]
AFIGO-S - Mr. Dan Anderson

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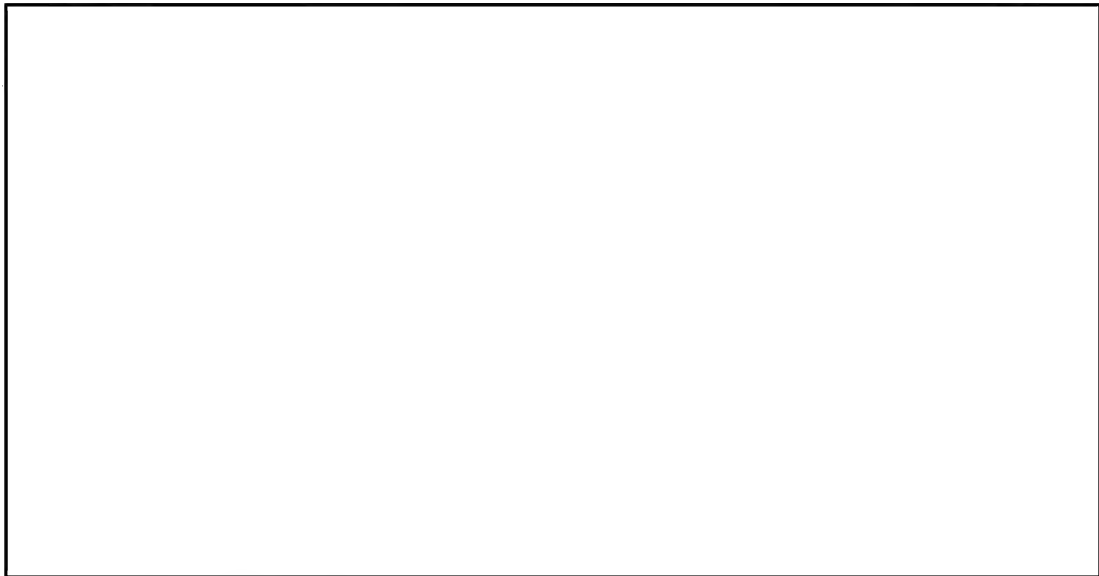
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18. Bleed Valve Position Switch - Pratt & Whitney has been working on this. Lockheed has the mock-up and it has been tried up at Palmdale. Service Bulletin in process of being issued.

REQUIREMENTS REVIEW BOARD DECISION: Closed

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19. HSI - It is proposed to modify the existing HSI from a plus or minus 1 degree to plus or minus $\frac{1}{2}$ degree capability. [] asked if this was still a problem with the improved autopilot. [] reported that the autopilot cannot take out the residual error that is left on the HSI. In other words if the driver selects a course or heading for the autopilot to hold, then the difference between that bug selector and the compass heading that is actually obtained is error that is inherent in the instrument. This is important not only as the readout for the driver, but this system output is used elsewhere. Lockheed took the instrument over to [] to have them check to see what could be done to improve it. Lockheed quoted \$600 per unit, units to be delivered one every three weeks

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on a turn around basis. Vendor requires a minimum of three units to be delivered at one time. P/N would be redesignated. Customer 2 questioned requirements for this degree of accuracy. [] stated that we could get along without this item but it surely makes the pilot's job a lot easier.

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REQUIREMENTS REVIEW BOARD DECISION: Open Item

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ACTIONEE: Lockheed - []
Depot - to provide number of assets
Detachment "G" - []

SUSPENSE DATE: 1 December 1969

7. The following are new subjects that were introduced during the course of the Requirements Review Board Meeting:

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1. CSD Reservoir - Introduced by Detachment "G" Representative, [] Asking for a similar installation on the CSD tank as that on the hydraulic reservoir. This is strictly a maintenance convenience item.

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REQUIREMENTS REVIEW BOARD DECISION: Hold in abeyance until near the end of the Fiscal Year for further evaluation regarding funding.

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ACTIONEE: Detachment "G" - []
D/M - []

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2. Cockpit Nose Relay Panels - None of the subject relays are plug in type. Detachment "G" is asking for the plug in type versus the hard wire type to prevent having to remove the panel to reinstall a relay. Customer 2 suggested spare built up panels.

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REQUIREMENTS REVIEW BOARD DECISION: Open Item.
Lockheed was asked to provide cost figures for
six additional panels.

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ACTIONEE: Customer 2 [REDACTED]
Lockheed - [REDACTED]
Detachment "G" - [REDACTED]

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3. Aircraft Hook - Introduced by Detachment
"G" Representative, [REDACTED] He proposed
that the kit be installed and left for possible
use as landing arresting gears like most of the
Air Force or smaller planes have rather than
just as a carrier hook. We can use it like it
is or put a plastic housing on it if necessary.
Detachment "G" does not feel the plastic housing
is necessary. Operations does not feel that
Security will accept this and do not feel that it
is necessary to carry the hook at all times.

REQUIREMENTS REVIEW BOARD DECISION: Closed -
Disapproved.

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
4. Height of Head Rest on the Ejection Seat -
[REDACTED] introduced the following subject for
discussion. AMS is concerned that, with some of the
tall people, if the canopy fails to open they may
contact the canopy on ejection. An engineering
study has been requested. Lockheed has made some
adaptors for the head rest which will go on the seat
with two pip pins. Some are 2" and some are 3".
Size is based on a survey of the pilots. This unit
will go on the back of the seat and will have a
micro switch with a small nylon tip plunger to
prevent the pilot from adjusting the seat too high.
In other words as this contacts the canopy if
will activate the micro switch and turn off the
seat adjustment motor. This quote will be avail-
able in the near future. It would be a case of
individual assignment of adaptor to pilot.

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REQUIREMENTS REVIEW BOARD DECISION: Open Item

ACTIONEE: AMS - 

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8. Agenda Items closed at this Requirements Review Board Meeting:

A. Cockpit General

1. Master Warning/Annunciator Panel
2. Exterior Mirrors
3. Turn Performance
5. Aileron Neutral Light

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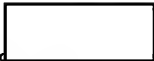
B. Aircraft Systems

1. Hydraulic Reservoir Sight Glass
2. Hydraulic Quick Disconnects
4. Silver Zinc Battery Life
5. CSD Decoupling
6. EGT/EPR Schedule
7. LOX
9. Vertical Stabilizer Chaffing
10. Tail Pipe Blanket
11. Access to Tail Gear Hydraulic Lines
12. Pogo Failures
14. Optic Bar Validation (Iris II)

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D. Future [] Configuration

- 6. Future Integrated Display
- 7. QRC-192

E. New Items

- 4. Gyro Platform (P/N SP-139100-01)
- 5. []
- 10. Wing Pogo Socket Mod
- 18. Bleed Valve Position Switch

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9. A list of priorities as established are broken down into the following categories:

Safety of Flight - Priority I
Mission Essential - Priority II
Operational Necessity - Priority III
Maintainability/Engineering Study - Priority IV
Desirable - Priority V

PRIORITY II

E. New Items

- 2. AC-DC Generator (P/N MGE75-1)
- []
- 7. Mach Hold Disengagement Warning
- 16. Preconditioning Unit

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PRIORITY III

A. Cockpit General

- 6. Doppler Mag/Var
- 7. Doppler Multiple Target

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B. Aircraft Systems

3. "Q" Bay Insulation

E. New Items

1. Engine Test Program

6. Food Warmer

17. 

PRIORITY IV

A. Cockpit General

4. Left Console Circuit Breaker Panel

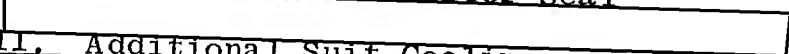
B. Aircraft Systems

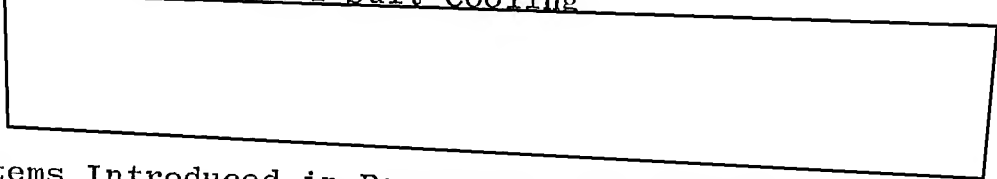
8. Nose Alignment

13. Hydraulic Filter Contamination Indicator

D. 

E. New Items

8. Main Landing Gear Door Seal


11. Additional Suit Cooling


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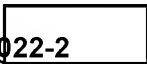
Items Introduced in Paragraph 7 of Minutes

1. CSD Reservoir

2. Relay Panels


4. Head Rest Height

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25X1A

SECRET
IDEALIST

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PRIORITY V

E. New Items

19. HSI

25X1A

25X1D



Chairman

U-2R Requirements Review Board

Attachment: a/s

25X1A

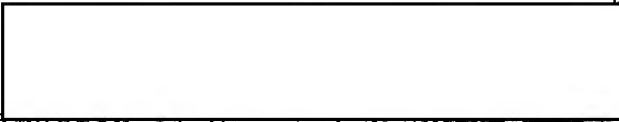
CONCUR


Chairman, U-2R Executive Committee for Development

12/17/69
Date

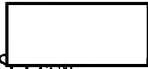
APPROVED

25X1A


Director of Special Activities

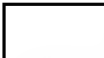
18 Oct 69
Date

IDEALIST
SECRET

HANDLE VIA 
CONTROL SYSTEM

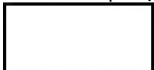

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IDEALIST

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Distribution:

- #1 - D/M/OSA
- #2 - MD/M/OSA
- #3 - AVD/M/OSA
- #4 - D/SA
- #5 - D/R&D/OSA
- #6 - CMD/COMPT/OSA
- #7 - D/O/OSA
- #8 - IDEA/O/OSA
- #9 - SS/OSA
- #10 - COMMO/O/OSA
- #11 - 
- #12 - 
- #13 - AFRDR-P
- #14 - OEL
- #15 - OSI
- #16 - COMPT/OSA
- #17 - AMS/OSA
- #18 - RB/OSA

25X1A

IDEALIST
SECRET

HANDLE VIA 
CONTROL SYSTEM

25X1A

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